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INFORMATION REPORT

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CENTRAL INTELLIGENCE AGENCY

COUNTRY: Hungary

REPORT:

SUBJECT: Characteristics of the Bridge Across the Tisza River at Szeged

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THIS IS UNEVALUATED INFORMATION

1. NAME AND LOCATION: The highway bridge over the Tisza River at Szeged was formerly known as the Rakosi Bridge. 25X1

2. LENGTH: Its length from abutment to abutment is 400.2 meters.

3. SPANS: The installation consists of three bridges, identified 25X1 as A, B, and C, respectively, in the free-hand drawing.

   a. Bridge A has one span, which is fixed and is 147.2 meters in length. Bridge A is 18 meters high at its highest point and is 12 meters above the zero water point. It is a riveted steel bridge and its beams and stringers are welded. It is supported on one side by the old abutment and on the other by a new support. The Langer method of construction was used.

   b. Bridge B is made up of three spans which are 72 meters, 91 meters, and 72 meters respectively in length. The first span is approximately 1/4 over the Tisza River and the other spans are over land. Bridge B is of riveted steel construction with the floor beams and stringers being welded. The welding was not well-done.

   c. Bridge C is very short, only eight meters, and was about 60 years old in the 1950's. It is over land and consists of a number of small, steel girders.

4. FOUNDATION: Caissons were laid in alluvial, sandy soil 22 meters below the zero water level.

5. APPROACHES: Approaching the bridge from the west there is a 100-meter length of earth dam. Leaving the bridge on the eastern side, the dam is shorter and is located in the new section of Szeged. Both approaches are made of solid, packed earth with stone sides.

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[redacted] 25X1

6. DEPTH OF WATER: Ranges from six meters below the zero water point to 12 meters if the Tisza River is six meters above the old point.

7. CLEARANCES: Bridge A is 12 meters above the zero water point. Bridges B and C, which are over land, may clear as little as eight meters.

8. ROADWAY: The roadway is made of reinforced concrete slabs, covered with 3 cm of sand, and topped with a basalt (in small blocks) pavement. Between curbs, the roadway is between eight and nine meters wide. There is a single-track, electric street-car line in the center of the roadway. In an emergency, the streetcars could pull freight and passenger cars, but not locomotives. There are sidewalks, each 1.50 meters wide, on both sides of the roadway. The superstructure is built outside of the sidewalks.

9. LOAD CAPACITY: This bridge can carry two 24-ton vehicles or 400 kilograms per square meter.

10. SPEED: To the best of my knowledge, there is no speed limit imposed on traffic over this bridge. There may be such a police regulation, but, if there is, it is not the result of constructional limitations.

11. DATE BUILT OR REHABILITATED: This highway bridge was opened in November 1948. It was in the above state of repair in November 1956. The only innovation was the addition of a lightning rod to the structure.

12. EFFECT OF INTERRUPTION: In the event that this bridge is demolished or its operation impaired, traffic would have to be rerouted to the bridge across the Tisza River at a point north of Algyo [redacted] 25X1

[redacted] 25X1

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